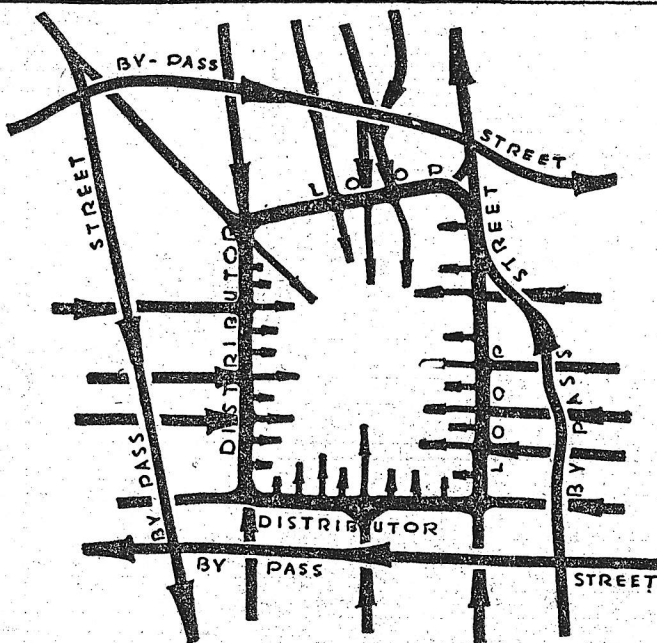




## New Business Street Plan

How the new major street plan would affect the business district of Oakland is shown by these maps, prepared for the major highway and traffic committee of one hundred by Harland Bartholomew and his associates, who devised the new plan. The large illustration shows the widenings and new streets proposed, the former illustrated by the narrow border marks and the latter by solid black lines. At upper left is a diagram of the traffic flow created by the new streets, showing how travel would be distributed through the business district or routed around it.



FLOW DIAGRAM  
SHOWING FUNCTION OF  
BY-PASS AND DISTRIBUTOR LOOPS



## FIGHT PICTURE DRAWS WOMEN

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## IN THREE NEW STREET BIDS

O. Times — 8/20/27  
Proposals Offer to Do Paving  
Work at Much Lower Price;  
First Figures Were Excessive

O. Streets  
Oakland property owners were saved nearly \$5,000 on three paving bids aggregating \$83,000 which were rejected as excessive by Superintendent of Streets George N. Randle, it was revealed yesterday when new proposals were received on the three contracts.

A difference of \$4,443 between the low bids on the improvement of East Eighth street, between Eighth and Fourteenth avenues appeared. On the original proposal the bid submitted by the Oakland Paving Company was \$64,353. On the re-advertised contract the Oakland Paving Company was also low bidder with an offer of \$59,910.

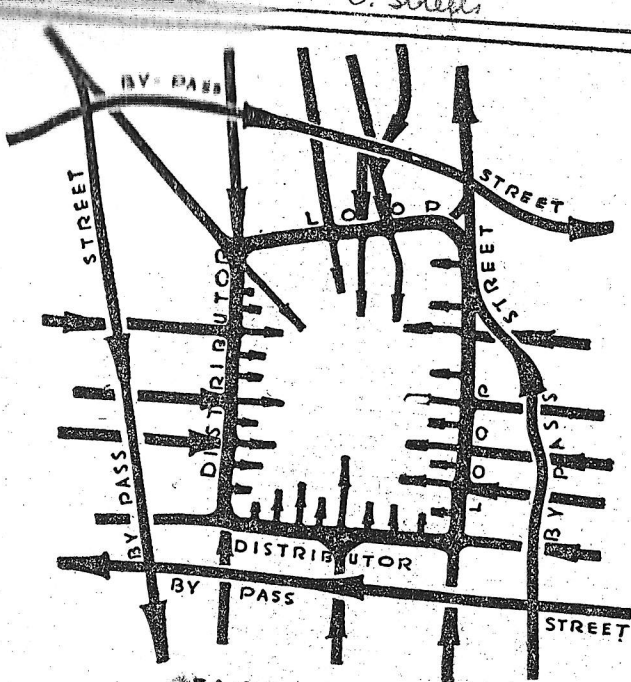
Two cents a square foot was cut from the surfacing item calling for a pavement of 6-inch concrete base total with a 2-inch Warrenite top. The original bid was 30 4-10 cents a foot. Yesterday's proposal was for 28 4-10.

New bids also were received on two other small contracts. Heafey-Moore Company submitted a bid of \$13,165 on the paving of portions of Carson street, Fair avenue and Glen road, the total being \$256 un-

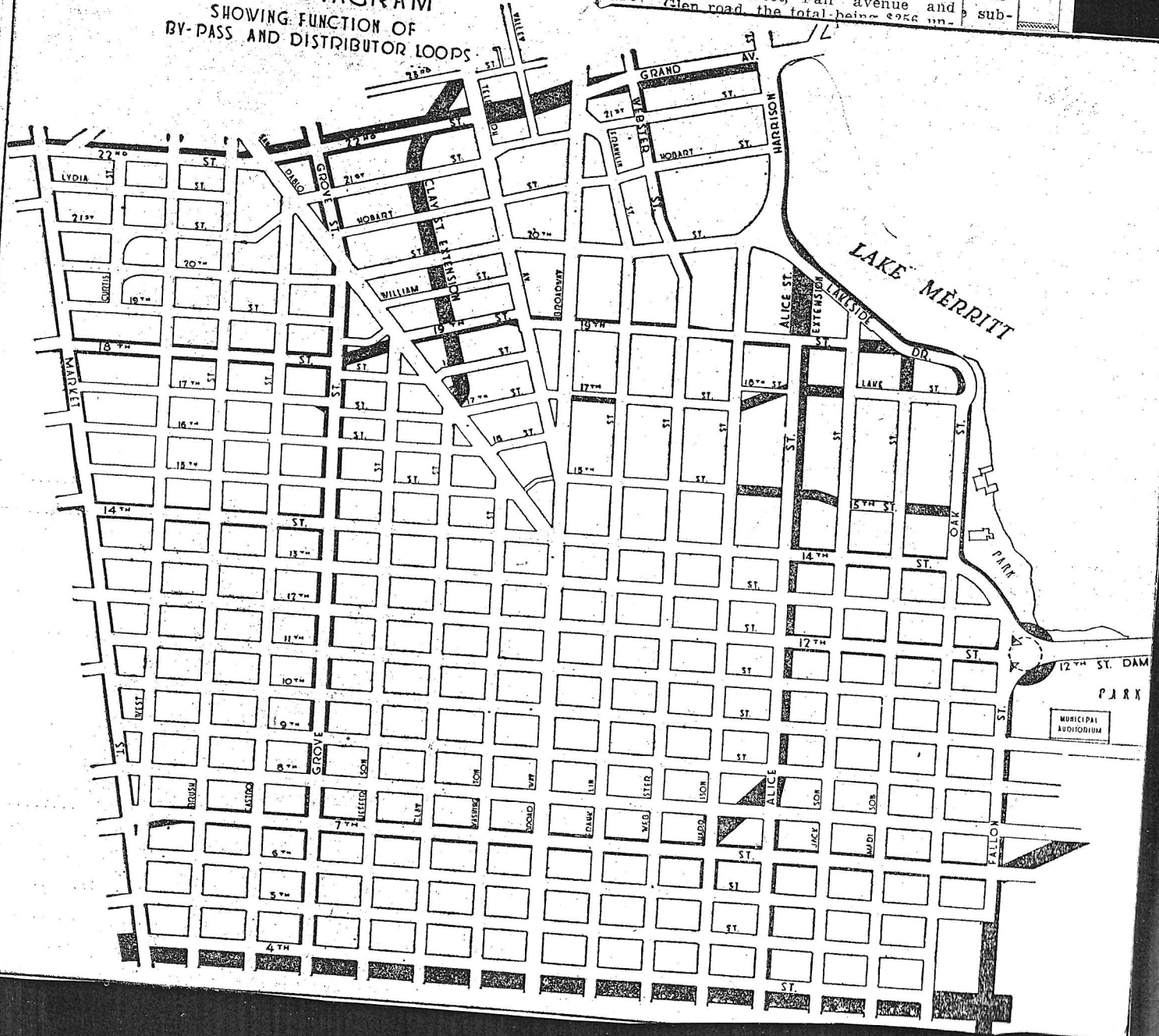
Oakland Girl Weds  
Miss Viola Buehner, daughter of Mr. and Mrs. Emil C. Buehner of 1400 Lawrence avenue, Oakland, became the bride of Owen R. Raseol, son of Mr. and Mrs. Frank R. Raseol of 1400 Lawrence avenue, Oakland, at a ceremony which took place at 5 o'clock yesterday in the study of Dr. Harvey Breeden, pastor of the First Christian Church. Only members of the two families got this city. The bride and groom left for Del Monte and the south, where they will spend their honeymoon. The ceremony was followed by a wedding supper at the Raseol home on Prospect drive. Later the couple left for the honeymoon.

collected on her journeys. Mrs. Lincoln S. Church will be presiding hostess, assisted by the board of directors and half a hundred club members.

Streets. 8/11/27 - 9/30/27.



**FLOW DIAGRAM**  
SHOWING FUNCTION OF  
BY-PASS AND DISTRIBUTOR LOOPS



# Work at Much Lower Price; First Figures Were Excessive

Oakland property owners were saved nearly \$5,000 on three paving bids aggregating \$83,000 which were rejected as excessive by Superintendent of Streets George N. Randle, it was revealed yesterday when new proposals were received on the three contracts.

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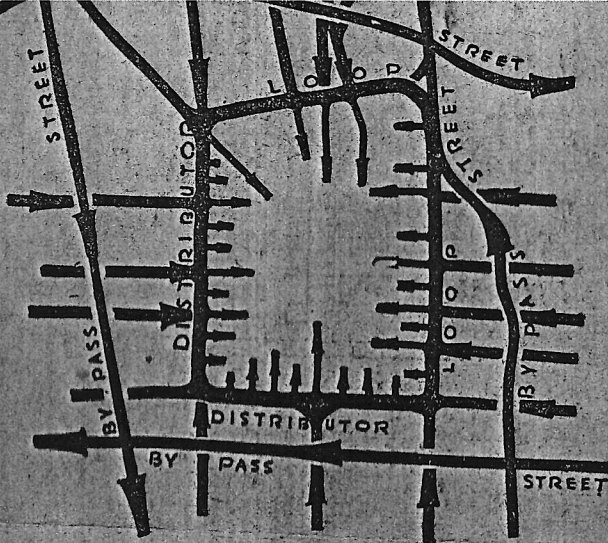
New bids also were received on two other small contracts. Heafey-Moore Company submitted a bid of \$13,165 on the paving of portions of Carson street, Fair avenue and Glen road, the total being \$956 un-

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**FLOW DIAGRAM**  
SHOWING FUNCTION OF  
BY-PASS AND DISTRIBUTOR LOOPS

were rejected as excessive by Superintendent of Streets George N. Randle, it was revealed yesterday when new proposals were received on the three contracts.

A difference of \$4,443 between the low bids on the improvement of East Eighth street, between Eighth and Fourteenth avenues appeared. On the original proposal the bid submitted by the Oakland Paving Company was \$64,353. On the re-advertised contract the Oakland Paving Company was also low bidder with an offer of 59,910.

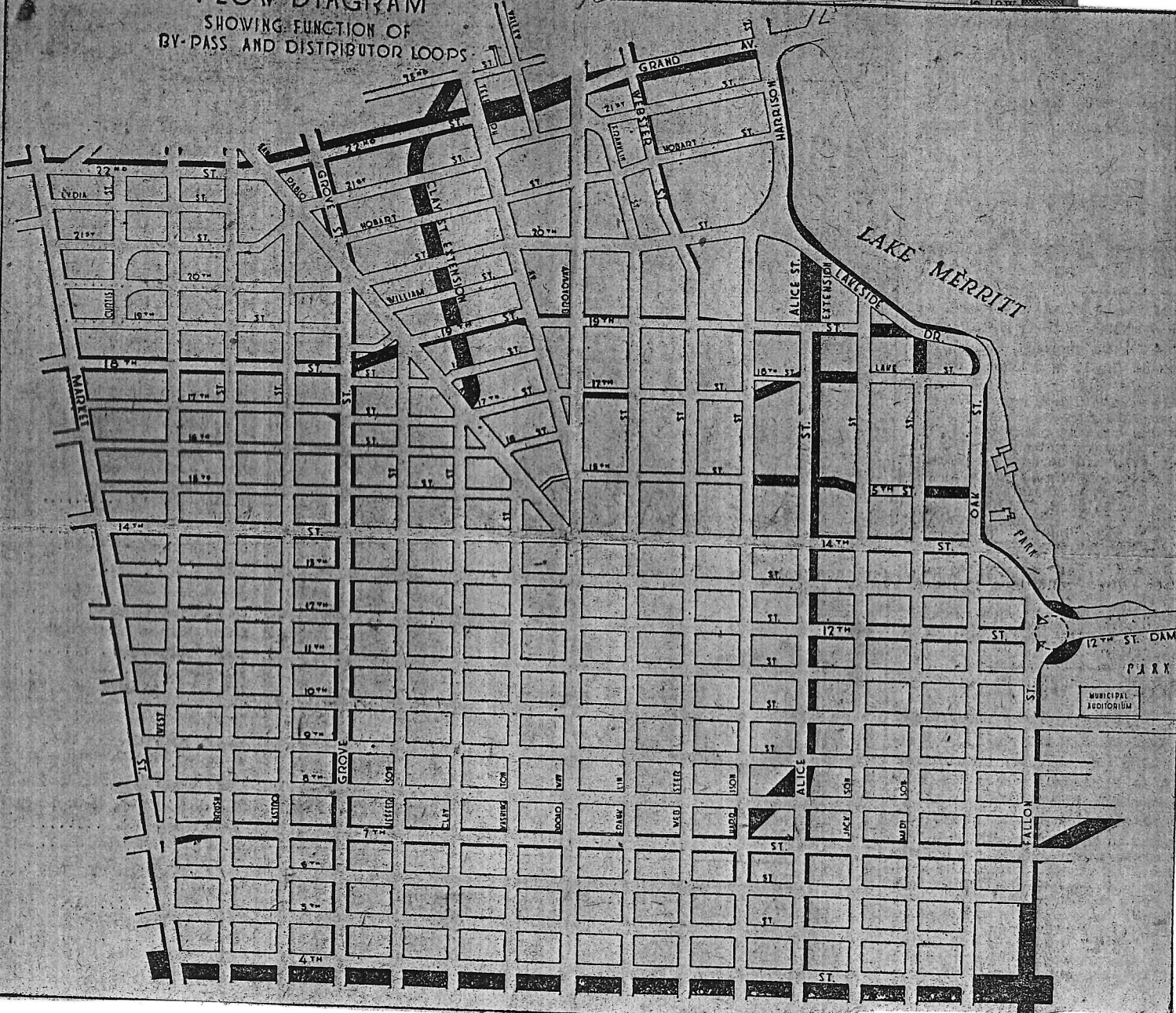
Two cents a square foot was cut from the surfacing item calling for a pavement of 6-inch concrete base with a 2-inch Warrenite top. The original bid was 30.4-10 cents a foot. Yesterday's proposal was for 28.4-10.

New bids also were received on two other small contracts. Heafey-Moore Company submitted a bid of \$13,165 on the paving of portions of Carson street, Fair avenue and Glen road, the total being \$256 un-

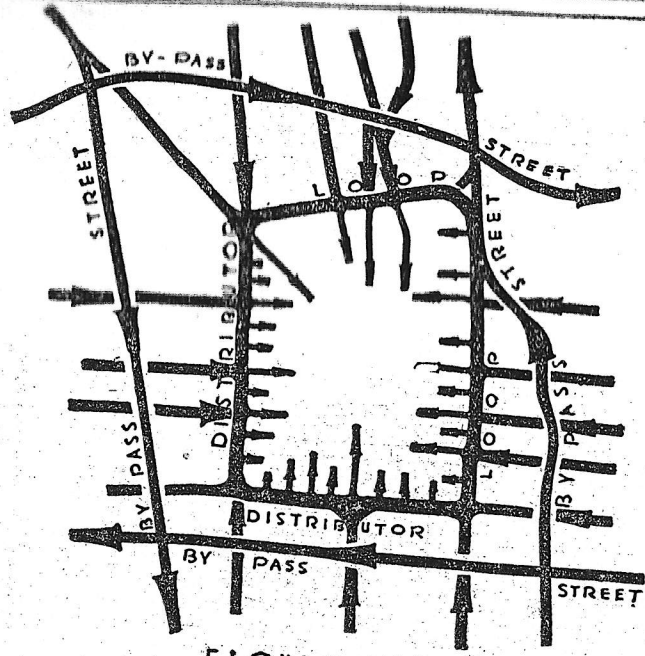
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**FLOW DIAGRAM**  
SHOWING FUNCTION OF  
BY-PASS AND DISTRIBUTOR LOOPS

# Work at Much Lower Price; First Figures Were Excessive

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# "Times Circle" a New Feature for Oakland

O. Times 5/21/27



TIMES CIRCLE, from Broadway, showing Oakland "Times" building across the newly created circle at Twenty-first, Franklin and Broadway.

Twenty-foot width, had only graded and paved thirty feet wide. The remaining ten feet, a high bank, caved in in the winter time, covering sidewalks and pavement until the street has become impassable, it was said.

An appropriation of \$1500 was made to the committee in charge of Oakland's Fourth of July celebration.

for the Grand avenue paving has established a dangerous precedent that property owners in many other portions of the city will endeavor to take advantage of without justification, except their desire to shift their own financial responsibility onto the general public," says the letter.

an amount greater proportionately than that assessed against privately owned property adjoining.

Executives of the Taxpayers' Association are awaiting advice of counsel before commencing a legal fight against the appropriation, according to Koll.

## Building Cut Off to Clear 'Times' Circle

The corner of the building at Twenty-first and Franklin streets has been removed so that Broadway, Franklin and Twenty-first streets form a large plaza and so that passengers on the Key Route trains can look down Franklin street, as the cars come through Twenty-second street at Broadway. The sidewalk for the new property line has been laid and soon the Southern Pacific poles will be removed and "Times" Circle will be entirely clear of obstructions.

made:

"Study of percentages of city's  
(Continued on Page 2, Column 1)  
visiting congressmen.

and been studied in detail from every possible angle. In these studies, the engineers are receiving valuable assistance and counsel from the city and county engineers.

"In addition, the following general studies are now being made:

1. Study of percentage of city's area and population served by existing and proposed major streets.
2. Map showing proposed tunnel sites with study of area and population to be made accessible by each project.
3. Map of county roads and state highways contributing to Oakland's traffic.
4. Regional map showing points of interest and traffic objectives within 75-mile radius of Oakland.
5. Diagram showing distribution of traffic in central area resulting from proposed street improvements.
6. Study of city's area within different slopes and present distribution.

Mountain boulevards too narrow," Bartholomew deplored the lack of boulevards and pointed out that the city growth was making opportunities to acquire parked boulevards more difficult daily.

OAKLAND. Streets.

4/1/27-5/21/27.

**ORDINANCE NO. . . . N. S.**  
**AN ORDINANCE CHANGING AND**  
**ESTABLISHING THE NAMES OF**  
**CERTAIN STREETS IN THE CITY**  
**OF OAKLAND AND REPEALING**  
**PARTS OF CONFLICTING ORDINANCES.**

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF OAKLAND AS FOLLOWS:

SECTION 1. The names of the following streets in the City of Oakland are hereby changed and established as follows:

SECTION 2. The name of that certain unnamed Alleyway described as follows: Beginning at a point on the western line of Broadway, sometimes called Telegraph Avenue, distant thereon 232 feet southerly from the southern line of Sixteenth Street; thence southerly along said western line of Broadway 18 feet to the southern line of that certain piece or parcel of land heretofore conveyed by Bay Realty Company, a corporation, to San Pablo Co., a corporation, by deed dated March 21, 1918, and recorded in Liber 2637, Deeds, Page 404, County Recorder's Office of Alameda County, thence westerly along the southern line of said piece or parcel of land conveyed to said San Pablo Co., a corporation, to the eastern line of San Pablo Avenue; thence North 14 degrees, 24 minutes west along said eastern line of San Pablo Avenue 18 feet; thence North 75 degrees, 36 minutes East 101.92 feet; and thence easterly in a direct line to the point of beginning, is established as Fifteenth Street.

SECTION 3. Grand View Drive from Golf Links Road to the western termination of Durant Avenue and Durant Avenue as said streets are delineated and so designated upon that certain map entitled "Durant Park Highlands, Oakland, California," filed Dec. 23, 1926, in Book 10 of Maps, at pages 95 and 96, Alameda County Records are hereby changed to and named Caloden Street.

SECTION 4. Hillside Avenue and Greenwood Way, as said Streets are delineated and so designated upon that certain map entitled "Durant Park Highlands, Oakland, California," filed Dec. 23, 1926, in Book 10 of Maps, at pages 95 and 96, Alameda County Records are hereby changed to and named Monan Street.

SECTION 5. Grand View Drive from its southwestern termination to Durant Avenue as said streets are delineated and so designated upon that certain map entitled "Durant Park Highlands, Oakland, California," filed Dec. 23, 1926, in Book 10 of Maps, at pages 95 and 96, Alameda County Records, are hereby changed to and named Malcolm Avenue.

SECTION 6. Vista Avenue as said street is delineated and so designated upon that certain map entitled "Durant Park Highlands, Oakland, California," filed Dec. 23, 1926, in Book 10 of Maps at pages 95 and 96, Alameda County Records, is hereby changed to and named Ettrick Street.

SECTION 7. Hill Court is hereby changed to and named Kirkland Court.

SECTION 8. Uplands Avenue is hereby changed to and named Lochard Street.

SECTION 9. Wilson Drive from Elvessa Avenue to the direct production northerly of the northwestern line of Lot 10 in Block T as shown on that certain map entitled "Durant Park Highlands, Oakland, California," filed Dec. 23, 1926, in Book 10 of Maps at pages 95 and 96, Alameda County Records, is

southwesterly of the northwestern line of Lot 16, Block P, and that certain unnamed street extending from Wilson Drive to Sea View Drive, and Sea View Drive from the direct production northwesterly of the northeastern line of Lot 15, Block T, to the direct production southerly of the western line of Lot 11, Block Q, as said streets, lots and blocks are delineated and so designated upon that certain map entitled "Durant Park Highlands, Oakland, California," filed Dec. 23, 1926, in Book 10 of Maps at pages 95 and 96, Alameda County Records, are hereby changed to and named Dingley Street.

SECTION 15. Sea View Drive from the direct production northwesterly of the northeastern line of Lot 32, Block T to the direct production northwesterly of the northeastern line of Lot 23, Block R, and Sylvian Drive from Sea View Drive to the direct production northwesterly of the northeastern line of Lot 35 of Block S; and that certain unnamed street extending from Sylvian Drive to the direct production southwesterly of the northwestern line of Lot 12, Block U, as said streets, lots, and blocks, are delineated and so designated upon that certain map entitled "Durant Park Highlands, Oakland, California," filed Dec. 23, 1926, in Book 10 of Maps at pages 95 and 96, Alameda County Records, are hereby changed to and named Overmoor Street.

SECTION 16. Arden Way as delineated and so designated upon that certain map entitled "Durant Park Highlands, Oakland, California," filed Dec. 23, 1926, in Book 10 of Maps at pages 95 and 96, Alameda County Records, is hereby changed to and named Fallbrook Way.

SECTION 17. Elysian Fields Drive from its northeastern termination to Jones Avenue, is hereby changed to and named Jones Avenue.

SECTION 18. Heron Avenue is hereby changed to and named Cosgrave Avenue.

SECTION 19. Vista Way is hereby changed to and named Elmar Avenue.

SECTION 20. Montmorency Street is hereby changed to and named Douglas Avenue.

SECTION 21. That certain unnamed street lying within the Monarch Tract, parallel to Edes Street and distant 200 feet northeasterly therefrom is fixed and established as Denny Street.

SECTION 22. That certain unnamed street lying within the Monarch Tract and commonly known as Douglas Street is hereby changed to and named Douglas Avenue.

SECTION 23. Millsmont Plaza is hereby changed to and named Van Mourik Avenue.

SECTION 24. Millsmont Avenue between Outlook Avenue and Seminary Avenue is hereby changed to and named Lundholm Avenue.

SECTION 25. Anderson Street is hereby changed to and named Keller Avenue.

SECTION 26. Hillmont Avenue is hereby changed to and named Hillmont Drive.

SECTION 27. Shone Avenue from the eastern termination of Sterling Drive to Crest Avenue is hereby changed to and named Sterling Drive.

SECTION 28. Shone Avenue from Sunkist Drive to Crest Avenue is hereby changed to and named McCormick Avenue.

SECTION 29. Diana Avenue is hereby changed to and named Outlook Avenue.

SECTION 30. Havenscourt Boule-

vard are delineated and so designated upon that certain map entitled "Summit Drive Park, Amended Map of Portion of Subdivision No. 1 of Park Place, Oakland, Alameda County, Cal.," filed Jan. 28, 1911, in Book 26 of Maps at page 6, Alameda County Records, is hereby changed to and named Cunningham Street.

SECTION 44. Lee Avenue is hereby changed to and named Enos Avenue.

SECTION 45. Maine Street is hereby changed to and named Suter Street.

SECTION 46. Abbey Street between Suter Street and Porter Street is hereby changed to and named Loma Vista Avenue.

SECTION 47. Beverly Avenue, as delineated and so designated upon that certain map entitled "Map of the Resubdivision of the High Street Villa Tract, Fruitvale, Brooklyn, Tp., Alameda County, Cal.," filed April 11, 1905, in Book 20 of Maps at page 44, Alameda County Records, is hereby changed to and named Herriott Avenue.

SECTION 48. Wyman Street from the northwestern line of Lot 19 to the southeastern line of Lot 17, as said lots are shown on that certain map entitled "Wyman's Subdivision of Park Place, on the line of the California Railway, Brooklyn Township, Alameda County, Cal.," filed April 20, 1892, in Book 13 of Maps, page 39, Alameda County Records, is hereby changed to and named Madara Avenue.

SECTION 49. Best Street between Fleming Avenue and Kingsland Avenue is hereby changed to and named Best Avenue.

SECTION 50. Peralta Avenue is hereby changed to and named Coolidge Avenue.

SECTION 51. Bryan Street is hereby changed to and named East 22nd Street.

SECTION 52. Harper Court is hereby changed to and named Harper Street.

SECTION 53. Minnesota Avenue between Foothill Boulevard and Harper Street is hereby changed to and named Thirty-sixth Avenue.

SECTION 54. Fremont Place is hereby changed to and named Judd Street.

SECTION 55. Commerce Street is hereby changed to and named Jensen Street.

SECTION 56. Laurel Avenue from Wilshire Boulevard to a straight line drawn from a point on the northeastern line of Laurel Avenue distant thereon 819.60 feet southeasterly from the southeastern line of Maple Avenue to a point on the southwestern line of Laurel Avenue distant thereon 780.68 feet southeasterly from the southeastern line of Maple Avenue is hereby changed to and named Carlsen Street.

SECTION 57. Shepherd Drive is hereby changed to and named Chambers Drive.

SECTION 58. Monterey Drive is hereby changed to and named Asilomar Drive.

SECTION 59. Spenser Drive, as delineated and so designated upon that certain map entitled "Smith Reserve, Oakland, Alameda County, California," filed in the office of the Recorder of Alameda County, California, August 22, 1927, in Book 17 of Maps at pages 104, 105, 106, 107, is hereby changed to and named Totterdell Street.

SECTION 60. Singley Place is hereby changed to and named Valant Place.

SECTION 61. Royal Oak Drive is hereby changed to and named Carter Street.

SECTION 62. Park Boulevard

County Road No. 2859 is hereby changed to and named Snake Road.

SECTION 74. County Road No. 2457 from County Road No. 2859 to Park Boulevard is hereby changed to and named Deodora Avenue.

SECTION 75. All that portion of Norwood Avenue which lies southwesterly of the following described line, to-wit: Beginning at a point in the southeastern line of Norwood Avenue said point being northeasterly 86.15 feet along said southeastern line of Norwood Avenue from the southwestern termination thereof; thence westerly in a straight line to a point, said point being northeasterly 71.65 feet along the northwestern line of said Norwood Avenue from the southwestern termination thereof is hereby changed to and named Greenwood Avenue.

SECTION 76. Glenfield Avenue from the northern termination of Woodruff Avenue to the direct production southeasterly of the southwestern line of that portion of Glenfield Avenue which lies immediately southeasterly of Park Boulevard is hereby changed to and named Woodruff Avenue.

SECTION 77. Fleet Road from Greenwood Avenue to Mortimer Road is hereby changed to and named Hampel Street.

SECTION 78. Trestle Glen Road from Cavanagh Road to Mathews Avenue is hereby changed to and named Holman Road.

SECTION 79. Mortimer Road is hereby changed to and named Holman Road.

SECTION 80. Fleet Road from Mortimer Road to the direct production northeasterly of the northwestern line of Lot 273, as said lot is delineated and so designated upon that certain map entitled "Map of Fourth Avenue Extension, Oakland, California," filed May 29, 1908, in Book 24 of Maps at page 3, Alameda County Records, is hereby changed to and named Holman Road.

SECTION 81. Cavanagh Road is hereby changed to and named Trestle Glen Road.

SECTION 82. Mathews Avenue is hereby changed to and named Grosvenor Place.

SECTION 83. Twenty-third Avenue between Hopkins Street and East 31st Street is hereby changed to and named Ardley Avenue.

SECTION 84. Sheffield Street is hereby changed to and named Sheffield Avenue.

SECTION 85. Morrison Street is hereby changed to and named Morrison Avenue.

SECTION 86. Hanly Road between Lyman Road and Waterhouse Road is hereby changed to and named Waterhouse Road.

SECTION 87. Arles Drive from the northern line of the "Merriewood" tract to Pinehaven Road and Pinehaven Road from Arles Drive to Skyline Boulevard, are hereby changed to and named Broadway Terrace.

SECTION 88. Valley View is hereby changed to and named Valley View Road.

SECTION 89. Taurus Place is hereby changed to and named Taurus Avenue.

SECTION 90. Fern Way is hereby changed to and named Heather Ridge Way.

SECTION 91. South Circle is hereby changed to and named Las Flores Court.

SECTION 92. Erwin Drive is hereby changed to and named Shelterwood Drive.

SECTION 93. Hillside Avenue between Broadway Terrace and Acacia Avenue is hereby changed to and named Mathieu Avenue.

that certain map entitled "Map of University Heights, Oakland Township, Alameda Co., Cal.," filed August 21, 1903, in Book 19 of Maps at page 19, Alameda County Records, is hereby changed to and named Bailey Avenue.

SECTION 107. Summit Avenue as delineated and so designated upon that certain map entitled "Map of University Heights, Oakland Township, Alameda Co., Cal.," filed August 21, 1903, in Book 19 of Maps at page 19, Alameda County Records is hereby changed to and named Bell Avenue.

SECTION 108. The name of that certain unnamed street lying between and adjacent to Lots 19 and 20 as said street and lots are delineated and so designated upon that certain map entitled "Amended Map of University Heights, Alameda Co., Cal.," filed Feb. 28, 1905, in Book 20 of Maps at page 32, Alameda County Records, is fixed and established as Boyce Street.

SECTION 109. Harding Way as delineated and so designated upon that certain map entitled "University Uplands, No. 2, Oakland, Alameda County, California," filed April 18, 1921, in Book 7 of Maps, at pages 80 and 81, is hereby changed to and named McDonald Way.

SECTION 110. Wilson Way as delineated and so designated upon that certain map entitled "University Uplands, No. 2, Oakland, Alameda County, California," filed April 18, 1921, in Book 7 of Maps at pages 80 and 81; and Hillhurst Way, are hereby changed to and named Fulton Way.

SECTION 111. Harmon Court is hereby changed to and named Irwin Court.

SECTION 112. Rose Street is hereby changed to and named McAuley Street.

SECTION 113. Birch Court is hereby changed to and named Oak Grove Avenue.

SECTION 114. Park Place is hereby changed to and named Parke Place.

SECTION 115. Valley Road is hereby changed to and named Bustice Avenue.

SECTION 116. Brookside Avenue from its northeastern termination to a line drawn from the most southern corner of Lot 1 of Block B to the most western point of Block 2, as said street, lot, and blocks are delineated and so designated upon that certain map entitled "A Revised Subdivision of Blocks Nos. 1 and 2, Rock Ridge Park, Oakland, California," filed August 10, 1911, in Book 26 of Maps at page 40, Alameda County Records, is hereby changed to and named Severance Avenue.

SECTION 117. Brookside Place is hereby changed to and named Brookside Avenue.

SECTION 118. That certain unnamed street extending westerly from Peralta Street to the intersection of Haven Street and 34th Street is hereby established as 34th Street.

SECTION 119. 34th Street from Peralta Street westerly to the direct production westerly of the northern line of 34th Street as said northern line of 34th Street exists between Peralta Street and Magnolia Street, is hereby changed to and named Fitzgerald Street.

SECTION 120. That certain path 10 feet in width extending from Yorkshire Drive to Broadway Terrace is hereby established as Andeer Path.

SECTION 121. That certain path 10 feet in width extending from Chabot Road to McAdam Street and adjacent to Blocks 2 and 12 as said

96, Alameda County Records, are hereby changed to and named Monahan Street.

SECTION 5. Grand View Drive from its southwestern termination to Durant Avenue as said streets are delineated and so designated upon that certain map entitled "Durant Park Highlands, Oakland, California," filed Dec. 23, 1926, in Book 10 of Maps at pages 95 and 96, Alameda County Records, is hereby changed to and named Malcolm Avenue.

SECTION 6. Vista Avenue as said street is delineated and so designated upon that certain map entitled "Durant Park Highlands, Oakland, California," filed Dec. 23, 1926, in Book 10 of Maps at pages 95 and 96, Alameda County Records, is hereby changed to and named Ettrick Street.

SECTION 7. Hill Court is hereby changed to and named Kirkland Court.

SECTION 8. Uplands Avenue is hereby changed to and named Lochard Street.

SECTION 9. Wilson Drive from Elvessa Avenue to the direct production northerly of the northwestern line of Lot 10 in Block T as shown on that certain map entitled "Durant Park Highlands, Oakland, California," filed Dec. 23, 1926, in Book 10 of Maps at pages 95 and 96, Alameda County Records, is hereby changed to and named Aberfoi Avenue.

SECTION 10. Wilson Drive from Uplands Avenue to the direct production southwesterly of the southeastern line of Lot 15, Block P as said street, lot and block are delineated and so designated upon that certain map entitled "Durant Park Highlands, Oakland, California," filed Dec. 23, 1926, in Book 10 of Maps at pages 95 and 96, Alameda County Records, is hereby changed to and named Roderick Road.

SECTION 11. Sylvian Drive from the direct production northeasterly of the northwestern line of Lot 4 of Block O to the direct production northwesterly of the northeastern line of Lot 38 of Block S as said street, lot and block are delineated and so designated upon that certain map entitled "Durant Park Highlands, Oakland, California," filed Dec. 23, 1926, in Book 10 of Maps at pages 95 and 96, Alameda County Records, is hereby changed to and named Snowdown Avenue.

SECTION 12. Sea View Drive from the direct production northeasterly of the northwestern line of Lot 7 of Block N to the direct production northwesterly of the southwestern line of Lot 24 in Block R as said street, lot and block are delineated and so designated upon that certain map entitled "Durant Park Highlands, Oakland, California," filed Dec. 23, 1926, in Book 10 of Maps at pages 95 and 96, Alameda County Records, is hereby changed to and named Cameron Avenue.

SECTION 13. Sea View Drive from the direct production northwesterly of the northeastern line of Lot 15, Block T to the direct production northwesterly of the northeastern line of Lot 32 of Block T as said street, lot and block are delineated and so designated upon that certain map entitled "Durant Park Highlands, Oakland, California," filed Dec. 23, 1926, in Book 10 of Maps at pages 95 and 96, Alameda County Records, is hereby changed to and named Cliffland Avenue.

SECTION 14. Wilson Drive from the direct production northeasterly of the northwestern line of Lot 10, Block T to the direct production

Douglas Avenue.

SECTION 21. That certain unnamed street lying within the Monarch Tract, parallel to Edes Street and distant 200 feet northeasterly therefrom is fixed and established as Denny Street.

SECTION 22. That certain unnamed street lying within the Monarch Tract and commonly known as Douglas Street is hereby changed to and named Douglas Avenue.

SECTION 23. Millmont Plaza is hereby changed to and named Van Mourik Avenue.

SECTION 24. Millmont Avenue between Outlook Avenue and Seminary Avenue is hereby changed to and named Lundholm Avenue.

SECTION 25. Anderson Street is hereby changed to and named Keller Avenue.

SECTION 26. Hillmont Avenue is hereby changed to and named Hillmont Drive.

SECTION 27. Shone Avenue from the eastern termination of Sterling Drive to Crest Avenue is hereby changed to and named Sterling Drive.

SECTION 28. Shone Avenue from Sunkist Drive to Crest Avenue is hereby changed to and named McCormick Avenue.

SECTION 29. Diana Avenue is hereby changed to and named Outlook Avenue.

SECTION 30. Havenscourt Boulevard from its northern termination to Brann Street is hereby changed to and named Camden Street.

SECTION 31. Scenic Way is hereby changed to and named Morse Drive.

SECTION 32. Mills Street is hereby changed to and named Hilton Street.

SECTION 33. Vesta Street is hereby changed to and named Scoville Street.

SECTION 34. Walnut Avenue is hereby changed to and named Walnut Street.

SECTION 35. Bissell Street is hereby changed to and named Holly Street.

SECTION 36. 68th Avenue southwesterly of East 14th Street and Grant Avenue are hereby changed to and named 68th Avenue.

SECTION 37. 69th Avenue Place and 69th Avenue from 69th Avenue Place to its southwestern termination are hereby changed to and named Centini Avenue.

SECTION 38. 69th Avenue from Grant Avenue to 69th Avenue Place is hereby changed to and named Morken Street.

SECTION 39. Gordon Avenue is hereby changed to and named Donahue Street.

SECTION 40. Alder Way is hereby changed to and named Deming Way.

SECTION 41. The name of that certain unnamed street extending from Summit Drive at Carson Street easterly to the western boundary line of Leona Heights Park, and described in that certain deed from Realty Syndicate Company, a corporation, to City of Oakland, a municipal corporation, dated March 29, 1926, and recorded April 8, 1926, in Volume 1288 of Official Records, at page 32, Alameda County Records, is established as Shepherd Street.

SECTION 42. Glen Road is hereby changed to and named Kaphan Avenue.

SECTION 43. That portion of Summit Drive lying westerly of Block 52 and extending from the direct production southerly of the eastern line of Block 54 to the most southern termination of Block 52, as said Summit Drive, Blocks 52, and

is hereby changed to and named Jensen Street.

SECTION 56. Laurel Avenue from Wilshire Boulevard to a straight line drawn from a point on the northeastern line of Laurel Avenue distant thereon 819.60 feet southeasterly from the southeastern line of Maple Avenue to a point on the southwestern line of Laurel Avenue distant thereon 780.68 feet southeasterly from the southeastern line of Maple Avenue is hereby changed to and named Carlsen Street.

SECTION 57. Shepherd Drive is hereby changed to and named Chambers Drive.

SECTION 58. Monterey Drive is hereby changed to and named Asilomar Drive.

SECTION 59. Spenser Drive, as delineated and so designated upon that certain map entitled "Smith Reserve, Oakland, Alameda County, California," filed in the office of the Recorder of Alameda County, California, August 22, 1927, in Book 17 of Maps at pages 104, 105, 106, 107, is hereby changed to and named Totterdell Street.

SECTION 60. Kingsley Place is hereby changed to and named Valant Place.

SECTION 61. Royal Oak Drive is hereby changed to and named Carter Street.

SECTION 62. Park Boulevard from Montera Avenue to Ascot Drive is hereby changed to and named Ascot Drive.

SECTION 63. County Road No. 1109 from the line dividing the City of Oakland from the City of Piedmont to County Road No. 634 is hereby changed to and named Moraga Avenue.

SECTION 64. County Road No. 634 from County Road No. 1109 to Mountain Boulevard is hereby changed to and named Moraga Avenue.

SECTION 65. County Road No. 634 from Mountain Boulevard to Park Boulevard is hereby changed to and named Mountain Boulevard.

SECTION 66. County Road No. 2849 from Park Boulevard to the western line of the "Montera" Tract and County Road No. 2848 from the eastern line of "Montera" Tract to Lincoln Avenue are hereby changed to and named Mountain Boulevard.

SECTION 67. Joaquin Miller Road as delineated and so designated on that certain tract entitled "Montera" is hereby changed to and named Mountain Boulevard.

SECTION 68. County Road No. 2509 from Lincoln Avenue to Mountain Boulevard, is hereby changed to and named Mountain Boulevard.

SECTION 69. County Road No. 2509 from Mountain Boulevard easterly to Skyline Boulevard is hereby changed to and named Joaquin Miller Road.

SECTION 70. County Road No. 2509 from Skyline Boulevard easterly to County Road No. 2760 is hereby changed to and named Skyline Boulevard.

SECTION 71. That certain unnamed street extending from the intersection of La Puerta and Joaquin Miller Road to Lincoln Avenue is hereby fixed and established as El Barrancal.

SECTION 72. County Road No. 2859 from County Road No. 2457 to the "Montclair Highlands" tract, and known as Snake Road, is hereby changed to and named Snake Road.

SECTION 73. County Road No. 2457 from County Road No. 634 to

to and named Ardley Avenue.

SECTION 84. Sheffield Street is hereby changed to and named Sheffield Avenue.

SECTION 85. Morrison Street is hereby changed to and named Morrison Avenue.

SECTION 86. Hanly Road between Lyman Road and Waterhouse Road is hereby changed to and named Waterhouse Road.

SECTION 87. Aries Drive from the northern line of the "Merriewood" tract to Pinehaven Road and Pinehaven Road from Aries Drive to Skyline Boulevard are hereby changed to and named Broadway Terrace.

SECTION 88. Valley View is hereby changed to and named Valley View Road.

SECTION 89. Taurus Place is hereby changed to and named Taurus Avenue.

SECTION 90. Fern Way is hereby changed to and named Heather Ridge Way.

SECTION 91. South Circle is hereby changed to and named Las Flores Court.

SECTION 92. Erwin Drive is hereby changed to and named Shelterwood Drive.

SECTION 93. Hillside Avenue between Broadway Terrace and Acacia Avenue is hereby changed to and named Mathieu Avenue.

SECTION 94. Prospect Drive is hereby changed to and named Margarido Drive.

SECTION 95. That certain strip of land 25 feet in width lying adjacent to lots numbered 1, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14 and 15, and designated as Pleasant Valley Avenue as said lots and strip of land are delineated and so designated on that certain map entitled "Pleasant Valley Court, Oakland, Alameda Co., California," filed October 31, 1911, in Book 26 of Maps at page 51, Alameda County Records, is hereby changed to and named Brandon Street.

SECTION 96. Hill Crest Lane from the eastern line of Wilding Lane to Hill View Lane is hereby changed to and named Norman Lane.

SECTION 97. Hill Crest Lane from the northern termination of Wilding Lane to Hillview Lane is hereby changed to and named Wilding Lane.

SECTION 98. Arroyuelo Avenue from Entrada Avenue to Sequoia Avenue and Sequoia Avenue from Arroyuelo Avenue to its southeastern termination are hereby changed to and named Entrada Avenue.

SECTION 99. Glen Court is hereby changed to and named Glen Avenue.

SECTION 100. Frisbie Place is hereby changed to and named Frisbie Street.

SECTION 101. Spring Avenue from Lakeshore Avenue to the line dividing the City of Oakland from the City of Piedmont is hereby changed to and named Harvard Road.

SECTION 102. Santa Ray Avenue North between Santa Ray Avenue and Rosal Avenue is hereby changed to and named Balfour Avenue.

SECTION 103. Lakeshore Boulevard is hereby changed to and named Lakeshore Avenue.

SECTION 104. That certain unnamed street extending from East 12th Street to First Avenue is hereby established as East 11th Street.

SECTION 105. Bay View Drive is hereby changed to and named Gravatt Drive.

SECTION 106. Laurel Avenue as delineated and so designated upon

the most western point of Block 2, as said street, lot, and blocks are delineated and so designated upon that certain map entitled "A Revised Subdivision of Blocks Nos. 1 and 2, Rock Ridge Park, Oakland, California," filed August 10, 1911, in Book 26 of Maps at page 40, Alameda County Records, is hereby changed to and named Severance Avenue.

SECTION 117. Brookside Place is hereby changed to and named Brookside Avenue.

SECTION 118. That certain unnamed street extending westerly from Peralta Street to the intersection of Haven Street and 34th Street is hereby established as 34th Street.

SECTION 119. 34th Street from Peralta Street westerly to the direct production westerly of the northern line of 34th Street as said northern line of 34th Street exists between Peralta Street and Magnolia Street, is hereby changed to and named Fitzgerald Street.

SECTION 120. That certain path 10 feet in width extending from Yorkshire Drive to Broadway Terrace is hereby established as Andeer Path.

SECTION 121. That certain path 10 feet in width extending from Chabot Road to McAdam Street and adjacent to Blocks 2 and 12 as said path, road, street and blocks are shown on that certain map entitled "Resubdivision of Blocks 9, 10, 11, 12, 13, 14 and portion of Block 16, Rock Ridge Terrace, Oakland, California, October, 1910," filed March 16, 1911, in Book 26 of Maps, page 15, Alameda County Records, is hereby established as Arbon Path.

SECTION 122. That certain path 10 feet in width extending from Chabot Road to Hayes Avenue and adjacent to Blocks 3 and 10 as said path, road, avenue and blocks are shown on that certain map entitled "Resubdivision of Blocks 9, 10, 11, 12, 13, 14 and portion of Block 16, Rock Ridge Terrace, Oakland, California, October, 1910," filed March 16, 1911, in Book 26 of Maps, page 15, Alameda County Records, is hereby established as Belalp Path.

SECTION 123. That certain path 10 feet in width extending from Chabot Road to Hayes Avenue and adjacent to Blocks 5 and 8 as said path, road, avenue and blocks are shown on that certain map entitled "Resubdivision of Blocks 9, 10, 11, 12, 13, 14 and portion of Block 16, Rock Ridge Terrace, Oakland, California, October, 1910," filed March 16, 1911, in Book 26 of Maps, page 15, Alameda County Records, is hereby established as Chaumont Path.

SECTION 124. That certain path 10 feet in width extending from the southeastern termination of Contra Costa Road to Broadway Terrace is hereby established as Erba Path.

SECTION 125. That certain path 6 feet in width extending from Florence Avenue to Broadway Terrace is hereby established as Rotondo Path.

SECTION 126. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 127. This ordinance shall take effect immediately.

In Council, Oakland, Calif., June 7, 1928. Passed to print for one day by the following vote:

Ayes—Commissioners Colbourn, Parker, Young and President Davis—4. Noes—None. Absent—Commissioner Sturgis.

FRANK C. MERRITT, City Clerk.  
920-June 12-1t

New Traffic Law Tribune 1951  
When red lights flash on a

## Council Hears Parking Debate; Will Act Later

ers on either  
and remain  
ts show. The  
children are  
and there is  
a new law,  
rear of the  
old provision

CITY TO EXPERIMENT

## Traffic Scramble System Set for 14th, Broadway

A "scramble" is what the City of Oakland will inaugurate in its most congested intersection — 14th Street and Broadway—beginnings at 10 a.m. Monday.

The scramble is the latest technique in the unrelenting war of law enforcement agencies against traffic accidents.

On Monday the regular traffic signal cycle of 55 seconds at 14th Street and Broadway will be extended to 75 seconds and while all vehicular signal heads say "stop," all the pedestrian signals say "walk."

The result will be a crazy quilt effect with pedestrians going from one corner of the intersection to the other by the shortest route, instead, as has been the practice, of having to stay within the crosswalks.

The men entrusted with engineering this trial innovation, City Traffic Engineer Jay A. Czizek and Traffic Capt. Wyman W. Vernon, announced the new system is frankly on trial in Oakland.

### FEARS PILEUPS

Czizek has one reservation about the scramble at this particular intersection: he fears that the necessary increase in the length of the signal cycle will allow too many cars to collect while waiting for a "go" signal, thus causing an additional traffic problem.

Both say that if it is as successful here as it has been in many other American cities, particularly Sacramento, it will be used in other Oakland intersections.

The law which requires pedestrians to stay within crosswalks will be temporarily suspended at the 14th and Broadway crossing only.

The new system begins at 10 a.m. and lasts until 12:30 a.m. on Monday. After that it will be in effect from 6:45 a.m. to 12:30 a.m. daily.

This is the entire signal cycle at the intersection as it will work under the new plan: At the beginning all pedestrian signal heads will say "wait," and cars will move up and down Broadway for 25 seconds. Then after a three-second amber clearance period 14th Street traffic will flow for 24 seconds.

### HOW IT WORKS

Following another three-second clearance all vehicular signal heads will turn red and read "stop," at which point all pedestrian heads will say "walk" for a period of 10 seconds. Then all signal heads—vehicular and pedestrian—will turn red while pedestrians clear the intersection, thus completing the cycle.

Before the test, maximum wait for cars and pedestrians was 25½ seconds, now it will be 55 seconds.

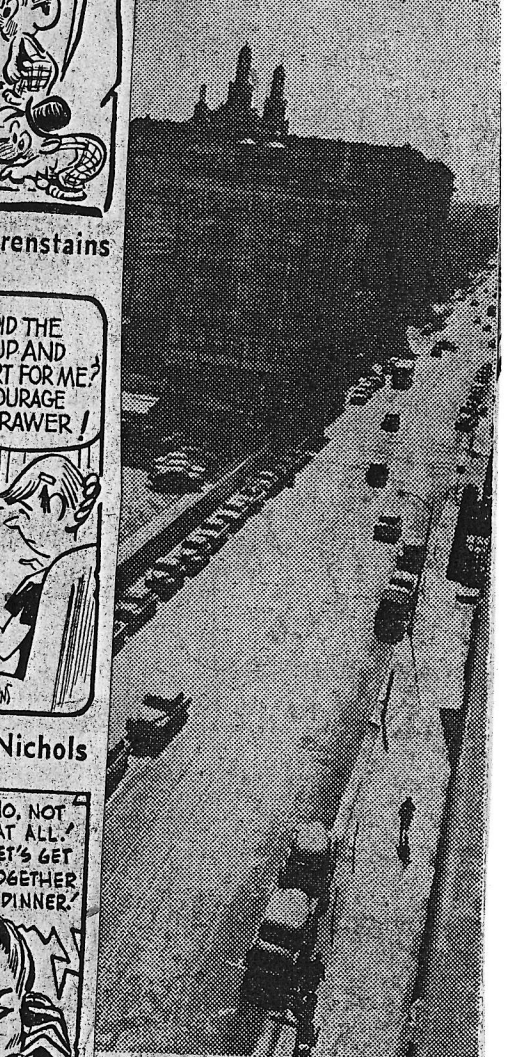
Vernon emphasized that the scramble eliminates any possible conflict between cars and walkers. The vehicle signal heads will be shielded so that pedestrians can't see them.

So, walkers in this one intersection, when the signal says "Walk," can go every-which-way to navigate the crossing, just so they clear the intersection in time.

violation of the  
right-of-way and  
time now to correct  
the violations  
pedestrians.

WIEDER-SEHN.

California, Tuesday, April 7, 1953



huge power shovel is shown

Oak Tribune - Apr. 7, 1953

In case you haven't noticed, Oakland has been using a variation of the widely-publicized "scramble," devised to unscramble congested traffic at key intersections, since July 3, 1952.

The oddly-named traffic control system permits north-south vehicle traffic to move on one light; east-west traffic to move on a second; and pedestrian traffic to flow last of all, with walk-

CITY OF OLAND  
TRAFFIC FATALITIES

1921-1958

| <u>YEAR</u> | <u>TOTAL ACCIDENTS</u> | <u>INJURY</u> | <u>FATALITIES</u> | <u>PEDESTRIAN</u> | <u>JAYWALKING</u> | <u>FREEWAY FATALS</u> | <u>POPULATION</u> |
|-------------|------------------------|---------------|-------------------|-------------------|-------------------|-----------------------|-------------------|
| 1921        | ("not available" )     |               | 50                |                   | (not available)   |                       | 223,058           |
| 1922        |                        |               | 66                |                   |                   |                       | 229,851           |
| 1923        |                        |               | 68                |                   |                   |                       | 236,646           |
| 1924        |                        |               | 50                |                   |                   |                       | 243,441           |
| 1925        |                        |               | 58                |                   |                   |                       | 250,236           |
| 1926        |                        |               | 68                |                   |                   |                       | 257,031           |
| 1927        |                        |               | 56                |                   |                   |                       | 263,826           |
| 1928        |                        |               | 64                |                   |                   |                       | 270,621           |
| 1929        |                        |               | 81                |                   |                   |                       | 277,416           |
| 1930        |                        |               | 114               |                   |                   |                       | 284,063           |
| 1931        |                        |               | 101               |                   |                   |                       | 285,873           |
| 1932        |                        |               | 59                |                   |                   |                       | 287,683           |
| 1933        |                        |               | 61                |                   |                   |                       | 289,493           |
| 1934        |                        |               | 85                | 53                |                   |                       | 291,303           |
| 1935        |                        |               | 86                | 63                |                   |                       | 293,113           |
| 1936        |                        |               | 103               | 71                |                   |                       | 294,293           |
| 1937        |                        |               | 90                | 57                |                   |                       | 296,733           |
| 1938        |                        |               | 84                | 63                |                   |                       | 298,543           |
| 1939        |                        |               | 80                | 50                |                   |                       | 300,353           |
| 1940        |                        |               | 55                |                   |                   |                       | 302,163           |

TRAFFIC FATALITIES, 1921-1958 Cont'd

| <u>YEAR</u> | <u>TOTAL ACCIDENTS</u> | <u>INJURY</u> | <u>FATALITIES</u> | <u>PEDESTRIAN</u> | <u>JAYWALKING</u> | <u>FREEWAY FATALS</u> | <u>POPULATION</u>                           |
|-------------|------------------------|---------------|-------------------|-------------------|-------------------|-----------------------|---------------------------------------------|
| 1940        |                        |               | 55                | 44                |                   |                       | 302,163                                     |
| 1941        | 7,653                  | 2,850         | 74                | 56                | 14                |                       | 307,645                                     |
| 1942        | 5,745                  | 2,713         | 90                | 61                | 16                |                       | 320,000                                     |
| 1943        | 1,925                  | 2,434         | 69                | 54                | 6                 |                       | 364,187                                     |
| 1944        | 3,516                  | 2,299         | 92                | 59                | 11                |                       | 372,921                                     |
| 1945        | 5,292                  | 3,043         | 70                | 44                | 22                |                       | 400,935                                     |
| 1946        | 6,614                  | 3,038         | 70                | 51                | 10                |                       | (no count, due<br>to military<br>personnel) |
| 1947        | 6,954                  | 3,079         | 49                | 32                | 5                 |                       |                                             |
| 1948        | 8,042                  | 3,594         | 48                | 29                | 29                |                       |                                             |
| 1949        | 8,021                  | 3,794         | 40                | 19                | 12                |                       |                                             |
| 1950        | 9,748                  | 4,379         | 45                | 29                | 11                |                       | 384,575                                     |
| 1951        | 10,700                 | 4,782         | 69                | 32                | 10                |                       | 389,000                                     |
| 1952        | 10,449                 | 4,582         | 40                | 17                | 6                 | 4                     | 391,000                                     |
| 1953        | 10,662                 | 3,729         | 57                | 30                | 6                 | 6                     | 396,000                                     |
| 1954        | 10,365                 | 3,760         | 45                | 25                | 10                | 3                     | 398,000                                     |
| 1955        | 10,834                 | 3,597         | 34                | 16                | 8                 | 7                     | 400,000                                     |
| 1956        | 10,034                 | 2,693         | 45                | 19                | 7                 | 5                     | 401,348                                     |
| 1957        | 9,765                  | 2,286         | 51                | 21                | 7                 | 14                    | 403,525                                     |
| 1958        | 10,883                 | 2,131         | 42                | 18                | 8                 | 4                     | 405,200                                     |